

# MIR ENCLOSURE FORM 07

## Ejection or Bailout Data

THIS IS PART OF A LIMITED USE NAVAL AIRCRAFT MISHAP INVESTIGATION REPORT.  
LIMITED DISTRIBUTION AND SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6.

<b>I. TIME FROM EMERGENCY UNTIL ESCAPE ATTEMPT WAS INITIATED</b> Hours _____ Minutes _____ Seconds _____					<b>VII. METHOD OF EJECTION INITIATION</b> 1. Arm rest _____ 6. Fire _____ 2. Face curtain _____ 7. Mechanical malfunction/failure _____ 3. Lower ejection handle _____ 8. Other external force (explain) _____ 4. Command sequencer _____ 5. Impact _____ 9. Unknown _____																																																																
<b>II. DELAY IN INITIATING ESCAPE DUE TO</b> a. _____ 1. Avoiding Populated Area _____ 7. Adverse body position _____ 2. Avoiding Unsuitable Terrain _____ 8. None _____ 3. Insufficient Altitude _____ 9. Unknown _____ 4. Excess Altitude _____ 10. Other (describe) _____ 5. Excess Airspeed _____ 6. Adverse Aircraft Altitude _____ b. _____ Delayed Decision to Eject Because Attempting to Overcome Problem					<b>VIII. BODY POSITION AT EJECTION (As compared to optimal)</b> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>A. Head</th> <th>B. Hips</th> <th>C. Feet</th> <th>D. Elbows</th> </tr> <tr> <td>Optional 1</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forward 2</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Upward 3</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Lateral 4</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Unknown 9</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						A. Head	B. Hips	C. Feet	D. Elbows	Optional 1					Forward 2					Upward 3					Lateral 4					Unknown 9																																		
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<b>III. PROTECTIVE HELMET/O2 MASK</b> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th colspan="3">CHIN STRAP FASTENED</th> <th colspan="3">HELMET VISOR LOWERED</th> <th colspan="3">O2 MASK FASTENED (BOTH SIDES)</th> </tr> <tr> <th></th> <th>YES</th> <th>NO</th> <th>UNK</th> <th>YES</th> <th>NO</th> <th>UNK</th> <th>YES</th> <th>NO</th> <th>UNK</th> </tr> <tr> <td>1. Before emergency</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2. During egress</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3. During landing</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>4. During rescue</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						CHIN STRAP FASTENED			HELMET VISOR LOWERED			O2 MASK FASTENED (BOTH SIDES)				YES	NO	UNK	YES	NO	UNK	YES	NO	UNK	1. Before emergency										2. During egress										3. During landing										4. During rescue										<b>IX. POSITION OF EJECTION SEAT</b> 1. Full up _____ 3. Intermediate Position _____ 2. Full Down _____ 9. Unknown _____				
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<b>IV. EJECTION SEAT</b> TYPE/MODEL _____ 1. Seat functioned properly during ejection _____ 2. Unknown _____ 3. Seat operated partially _____ 4. Seat failed to operate _____ 5. Seat inadvertently actuated _____ 6. Seat damaged major _____ 7. Seat actuation difficulty _____ 8. Unfamiliar with use of seat _____ 9. Design deficiency of seat _____ 10. Seat destroyed _____ 11. Material deficiency of seat _____ 12. Release/disconnect failure of seat _____ 13. Maintenance/installation error of seat _____ 14. Improper use of seat _____ 15. Seat damage minor _____ 16. Aircraft canopy initiator cartridge malfunction _____ 17. Other aircraft canopy malfunction _____ 18. Seat system design deficiency/malfunction _____ 19. Other/explain _____					<b>X. METHOD OF SEPARATING MAN FROM SEAT</b> 0. Did Not Separate _____ 1. Automatic (as designed) _____ 2. Manual Override _____ 8. Other (describe) _____																																																																
<b>V. EJECTION ENVELOPE</b> 1. Within the envelope _____ 3. Possibly outside envelope (marginal) _____ 2. Outside the envelope _____ 9. Unknown _____					<b>XI. PARACHUTE</b> TYPE _____ 1. Parachute functioned properly _____ 2. Parachute partially deployed _____ 3. Parachute failed to actuate _____ 4. Parachute malfunction/design deficiency _____ 5. Parachute maintenance/installation error _____ 6. Parachute was injury factor _____ 7. Parachute entanglement - major _____ 8. Parachute entanglement - minor _____																																																																
<b>VI. REMOVAL OF AIRCRAFT CANOPY</b> A. INTENT 1. Intentional _____ 2. Unintentional, self-induced _____ 3. Unintentional, mechanical _____ 9. Unknown _____ C. REMOVAL 0. Definitely not attempted _____ 1. Jettisoned successfully _____ 2. Attempted (unsuccessful) _____ 3. Unknown if attempted _____ 4. Ejected through canopy _____ 5. Complete cutting of glass _____ 6. Partial cutting of glass _____					<b>XII. METHOD OF DEPLOYING PARACHUTE</b> 0. Not Deployed _____ 1. Automatic (as designed) _____ 2. Manual _____ 8. Other (describe) _____ 9. Unknown _____																																																																
B. INITIATED BY 1. This individual _____ 2. Another individual _____ 3. Other _____ 9. Unknown _____ D. METHOD 1. Ejection sequence _____ 2. Manually unlocked _____ 3. Canopy jettison handle _____ 4. External force (explain) _____ 8. Other _____ 9. Unknown _____					<b>XIII. PARACHUTE OPENING SHOCK</b> 0. Negligible _____ 2. Severe _____ 1. Moderate _____ 9. Unknown _____																																																																
<b>XIV. OSCILLATIONS</b> A. During descent prior to 4-line release system actuation. B. During descent after 4-line release system actuation. C. During descent without 4-line release system installed/actuated. D. Accentuated by seat survival kit deployment					<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>0. Negligible</th> <th>1. Moderate</th> <th>2. Severe</th> <th>9. Unknown</th> </tr> <tr> <td>A.</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B.</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C.</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D.</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						0. Negligible	1. Moderate	2. Severe	9. Unknown	A.					B.					C.					D.																																							
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Name _____ Duty/Title _____ Date of mishap _____ Reporting custodian _____					Mishap severity _____ Mishap category _____ Aircraft model _____ BUNO _____																																																																

## INSTRUCTIONS FOR COMPLETION OF MIR ENCLOSURE FORM 07

### Ejection or Bailout Data

Submission criteria: Submit this form on each person who ejected/bailed out or attempted to eject/bailout. Also submit this form if canopy is jettisoned for any reason other than ejection or bailout.

NOTE: An Ejection/Bailout Episode is the sequence of events beginning with the ejection/bailout initiation and ending after parachute landing.

I. Time commences from the moment that the aircrew member recognized that an ejection/bailout situation existed. Use "est" for estimated if actual times cannot be determined. In many mishaps, an emergency does not warrant an immediate attempt to leave the aircraft; instead an emergency landing, ditching, etc., may be attempted. When this proves futile due to recognition of deterioration of the situation (e.g., flameout, loss of control, realization that runway cannot be reached, etc.), a decision to escape is made. Give the time from this recognition until escape attempt was initiated.

II. A. There may be one or more reasons for delaying the initiation of escape. If known, provide these in numerical sequence (1, 2, 3...).

B. Refers only to the period of time before ejection decision.

III. Self-explanatory.

IV. State specific model and type of ejection seat and check applicable function statement(s).

V. As defined in the aircraft's NATOPS manual. (Check only one block)

VI. This section is designed to show how and by whom the canopy was removed. Ejection through the canopy means literally through the canopy glass. Complete or partial cutting of the glass (VI. C. 5 & 6) refers to the action of canopy fracturing systems. Consult NAVAIR 11-100-1 technical manual and ejection seat specialists (paraloft) for assistance.

VII. If ejection was initiated by ground impact or mid-air collision, check block #5. If ejection was initiated by windblast, etc., check block #8 and explain.

VIII. The optimal body position for ejection is: head against headrest, chin slightly elevated, hips all the way back, feet on the rudder pedals, heels on the deck and elbows tucked in. Check the appropriate boxes to indicate in what direction these parts of the body were displaced from the optimal, or to indicate that the body parts were in optimal position.

IX. Self-explanatory.

X. Self-explanatory.

XI. State specific type of parachute and check applicable function statement(s).

XII. Self-explanatory.

XIII. Based on the survivor's statements and/or your judgment.

XIV. Based on the survivor's/witnesses' statements.

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**XV. PARACHUTE DAMAGE** (Give number of)

- |                                   |                            |
|-----------------------------------|----------------------------|
| _____ 1. Severed Suspension Lines | _____ 3. Torn Panels-Major |
| _____ 2. Missing Panels           | _____ 4. Torn Panels-Minor |

**XVI. CAUSE OF PARACHUTE DAMAGE**

- |                                  |                                 |
|----------------------------------|---------------------------------|
| _____ 1. Opening Shock           | _____ 6. Trees                  |
| _____ 2. Fouled on Ejection Seat | _____ 7. Dragging               |
| _____ 3. Fouled on Aircraft      | _____ 8. Other (describe) _____ |
| _____ 4. Fire                    | _____ 9. Unknown                |
| _____ 5. Landing                 |                                 |

**XVII. DIRECTION FACED AT PARACHUTE LANDING WITH RESPECT TO HORIZONTAL TRAVEL**

- |                             |                            |
|-----------------------------|----------------------------|
| _____ 1. Directly Facing    | _____ 4. Quartering, Back  |
| _____ 2. Facing Away        | _____ 5. Directly Sideways |
| _____ 3. Quartering, Facing | _____ 9. Unknown           |

**XVIII. LANDING CONDITIONS**

- \_\_\_\_\_ 1. Surface Winds \_\_\_\_\_ Knots.
- \_\_\_\_\_ 2. Dragged by Chute: \_\_\_\_\_ Yes \_\_\_\_\_ No
- \_\_\_\_\_ 3. Distance/time dragged: \_\_\_\_\_ Yards \_\_\_\_\_ Sec.
- \_\_\_\_\_ 4. Underwater utilization of emergency oxygen: \_\_\_\_\_ Yes \_\_\_\_\_ No

**XIX. PARACHUTE ACTUATION DURING BAILOUT**

- \_\_\_\_\_ A. Automatic Parachute Actuator Lanyard Connected
- \_\_\_\_\_ B. Parachute Actuated Manually (D-Ring)
- \_\_\_\_\_ C. Other (Describe). \_\_\_\_\_

**XX. REMARKS** List number and letter of each item marked above and briefly explain each item.

Name \_\_\_\_\_

Duty/Title \_\_\_\_\_

Date of mishap \_\_\_\_\_

Reporting custodian \_\_\_\_\_

Mishap severity \_\_\_\_\_

Mishap category \_\_\_\_\_

Aircraft model \_\_\_\_\_

BUNO \_\_\_\_\_

## **INSTRUCTIONS FOR COMPLETION OF MIR ENCLOSURE FORM 07 (cont'd)**

### **Ejection or Bailout Data**

XV. Consider a panel missing if the damage is so severe that it is totally ineffective as a means of deceleration, even though remnants are still attached to the edges of the panel. Identify gores and panels by number and letters based upon information in NAVAIR 13-1-6.2 Personnel Parachute Manual. Use this information to fill in parachute damage chart (obtainable from paraloft).

XVI. More than one cause may apply. Number in sequence, if known. Parachute engineers (e.g. NAVWPNCEN, Code 64, China Lake) should be consulted prior to determination, when possible.

XVII. Show direction the individual was facing with respect to the horizontal travel over the surface.

XVIII. Use "est" if an estimate.

XIX. Self-explanatory (complete only for bailouts).

XX. Briefly explain answers that are not covered adequately by the blocks available on the form. If appropriate, describe the individual's physical state just prior to landing in terms of altered consciousness or impaired ability to perform a Parachute Landing Fall (PLF) or water landing.

**DO NOT WRITE HERE**